

BookletChartTM

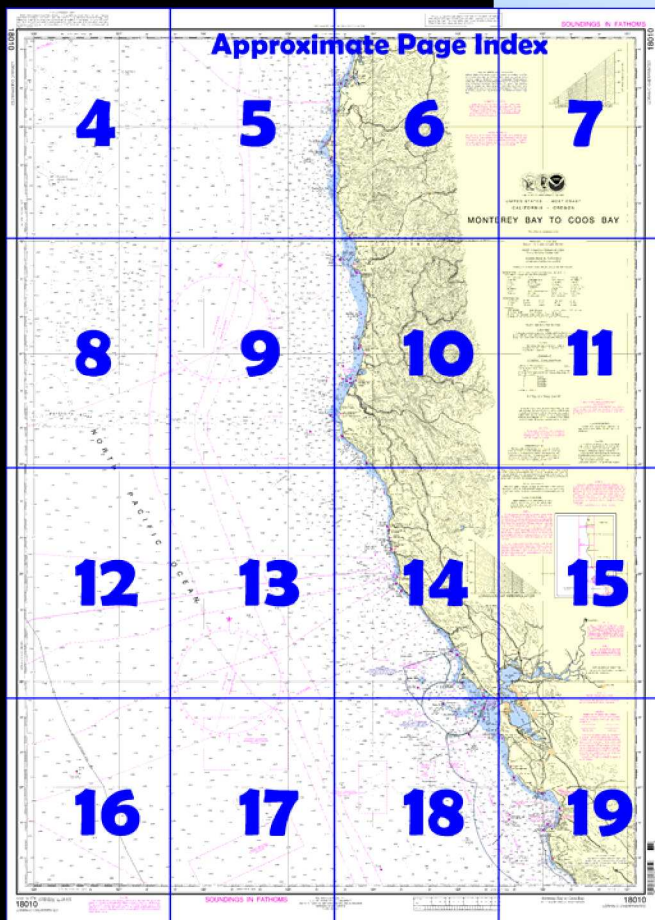
Monterey Bay to Coos Bay

(NOAA Chart 18010)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☒ Complete, reduced scale nautical chart
- ☒ Print at home for free
- ☒ Convenient size
- ☒ Up to date with all Notices to Mariners
- ☒ United States Coast Pilot excerpts
- ☒ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

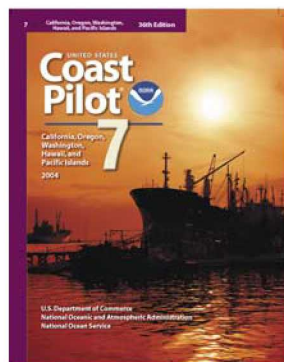
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 6, 7, 8, & 9 excerpts]

(1) **San Francisco Bay**, the largest harbor on the Pacific coast of the United States, is more properly described as a series of connecting bays and harbors of which San Francisco Bay proper, San Pablo Bay, and Suisun Bay are the largest. Depths of 29 to 40 feet are available for deep-draft vessels to San Francisco, Oakland, Alameda, Richmond, and Redwood City in San Francisco Bay proper; to Stockton on the San Joaquin River; and to

Sacramento through the lower Sacramento River and a deepwater channel. Much of the local navigation is by light-draft vessels and barges. (9) **Bodega Bay**, a broad opening between Tomales Point and Bodega Head, affords shelter from NW weather at its N end, but is dangerous in S or W weather. The summit of **Bodega Head** is rounding and grassy,

with steep rocky cliffs on the S and W ends. Low **Bodega Rock** and foul ground extend from 0.2 to 0.7 mile SE of the S face of Bodega Head.

(29) **Cape Sebastian**, 33.5 miles N of Point St. George, is conspicuous from either N or S. It is the seaward termination of a ridge transverse to the coast, and rises abruptly from seaward to a height of 694 feet, with a depression behind it, and then more gradually to a height of about 2,000 feet.

(54) **Point Arena**, 68 miles NW of Point Reyes, consists of a long level plateau, diminishing in height to the end of the 60-foot-high point. It is the first prominent point N of Point Reyes. The point is bare of trees for about a mile from the shore.

(54) **Port Orford**, 6.5 miles S of Cape Blanco and 19 miles N of Rogue River, is a cove that affords good shelter in NW weather, but is exposed and dangerous in S weather. It is easy of access and is probably the best natural NW lee N of Point Reyes.

(66) **Cape Blanco** projects about 1.5 miles from the general trend of the coast. It is a small bare tableland, terminating seaward in a cliff 203 feet high, with low land behind it.

(90) **Cape Arago**, 29 miles NNE of Cape Blanco, is an irregular jagged point projecting about a mile from the general trend of the coast.

(92) **Laguna Point**, 8.5 miles N of Point Cabrillo, is near the S end of Ten Mile River Beach.

(94) **Coos Bay**, 33 miles N of Cape Blanco, is used as a harbor of refuge and can be entered at any time except in extreme weather. Coos Bay is one of the most important harbors between San Francisco and the Columbia River, and one of the largest forest products ports in the world.

(121) **Point Sur**, 121 miles NW of Point Arguello and 96 miles SSE of San Francisco Bay entrance, is a black rocky butte 361 feet high with low sand dunes extending E from it for over 0.5 mile. From N or S, it looks like an island and in clear weather is visible about 25 miles. The buildings on the summit of Point Sur may confuse the stranger.

(131) **Punta Gorda** is a high, bold, rounding cape, 83 miles NW of Point Arena and 11 miles S of Cape Mendocino.

(143) **Cape Mendocino**, 185 miles N of San Francisco Bay entrance and 367 miles S of Columbia River entrance, is a mountainous headland, the famous landmark of the old Spanish navigators and the galleons from the West Indies. The cape is the turning point for nearly all vessels bound N or S. In view of the dangers in the vicinity, it should be approached with considerable caution in thick weather; the bottom and the currents are very irregular.

(147) **Umpqua River** is entered 20 miles N of Cape Arago Light. Some lumber, sand, crushed rock, and oil are barged on the river, but commercial traffic is very light.

(149) **Monterey Bay**, between Point Pinos and Point Santa Cruz, is a broad 20-mile-wide open roadstead. The shores are low with sand beaches backed by dunes or low sandy bluffs. **Salinas Valley**, the lowland extending E from about the middle of the bay, is prominent from seaward as it forms the break between the Santa Lucia Range S and the high land of the Santa Cruz Mountains N. The bay is free of dangers, the 10-fathom curve lying at an average distance of 0.7 mile offshore. The submarine **Monterey Canyon** heads near the middle of the bay with a depth of over 50 fathoms about 0.5 mile from the beach near Moss Landing. Shelter from NW winds is afforded at Santa Cruz Anchorage and Soquel Cove, off the N shore of the bay, and from SW winds at Monterey Harbor, off the S shore. The tidal currents are reported to be generally weak except at the Deep-draft Mooring Facility about 0.8 mile NW from Moss Landing harbor entrance.

(184) **Eureka**, the principal town on the bay, is on the E shore, 4 miles N of the entrance. It handles much of the waterborne commerce on the bay. Eureka is the terminus of the North Coast Railroad Co.; a branch of the railroad continues to Arcata and Samoa.

(280) **Point St. George**, 3 miles NW of Battery Point, is low with several irregular and rocky hillocks near the beach. The seaward face is about a mile long in a NW direction, with sand dunes and low land immediately behind it.

Table of Selected Chart Notes

NOTE G

IMO - adopted Recommended Tracks for vessels 300 gross tons and above (except those carrying hazardous cargo in bulk or crude oil).

Corrected through NM Mar. 03/07
Corrected through LNM Feb. 20/07

HEIGHTS

Heights in feet above Mean High Water.

NOTE F

IMO - adopted Recommended Tracks for vessels carrying hazardous cargo in bulk (including ore concentrates, explosives, munitions, chemicals, liquefied gases, refined products, distillates or other non-persistent cargo). Vessels using these tracks should use the Western TSS when entering or leaving San Francisco.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

SEA OTTER REFUGE

The State of California Fish and Game Code prohibits the use of bows or firearms and the trapping of birds or mammals in the California Sea Otter Game Refuge.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE B

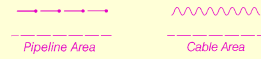
TRAFFIC SEPARATION SCHEME

Recommended traffic lanes have been established for the approaches to San Francisco Bay. See charts 18645, 18680, and 18640.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:

○ (Accurate location) ◐ (Approximate location)

Mercator Projection

Scale 1:811,980 at Lat. 40°00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

NOTE C

CHEMICAL MUNITIONS DUMPING AREA- RESTRICTION

Site was formerly used or designated for U.S. Chemical Munitions dumping. Such use has been discontinued. Designation of such area in no way constitutes authority for dumping.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

MAGNETIC VARIATION

Magnetic variation curves are for 2007 derived from 2005 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

NOTE E

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the San Francisco Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate advance vessel traffic management within the VTS area.

The U.S. Coast Guard operates a Vessel Traffic Service Offshore Vessel Movement Reporting System covering the seaward approaches to San Francisco Bay. Vessels are requested to monitor VTSSF on Channel 12 at 15 and 45 minutes past each hour for broadcast reports of known shipping traffic in the area.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9940.....99,400 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

EXAMPLE: 9940-X

RATES ON THIS CHART

The Loran-C lines of position overprinted on this chart have been prepared for use with ground wave signals and are presently compensated only for theoretical propagation delays which have not yet been verified by observed data. Mariners are cautioned not to rely entirely on the lattices in inshore waters. Skywave corrections are not provided.

Additional information can be obtained at nauticalcharts.noaa.gov.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

NATIONAL MARINE SANCTUARIES NOTE

National Marine Sanctuaries are protected areas, administered by NOAA, which contain abundant and diverse natural resources such as marine mammals, seabirds, fishes and tidepool invertebrates. These areas are particularly sensitive to environmental damage such as spills of oil and other hazardous materials, discharges, and groundings. Exercise particular caution and follow applicable Sanctuary regulations when transiting these areas to avoid environmental impacts. A full description of Sanctuary regulations may be found in 15 CFR Part 922 and in Coast Pilot.

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilot 7, Chapter 3 for details.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	N nun	R TR radio tower
Al alternating	IQ interrupted quick	OBSC obscured	Rot rotating
B black	Iso isophase	Oc occulting	s seconds
Bn beacon	LT HO lighthouse	Or orange	SEC sector
C can	M nautical mile	Osc oscillating	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
	Mo morse code	R Bn radiobeacon	Y yellow

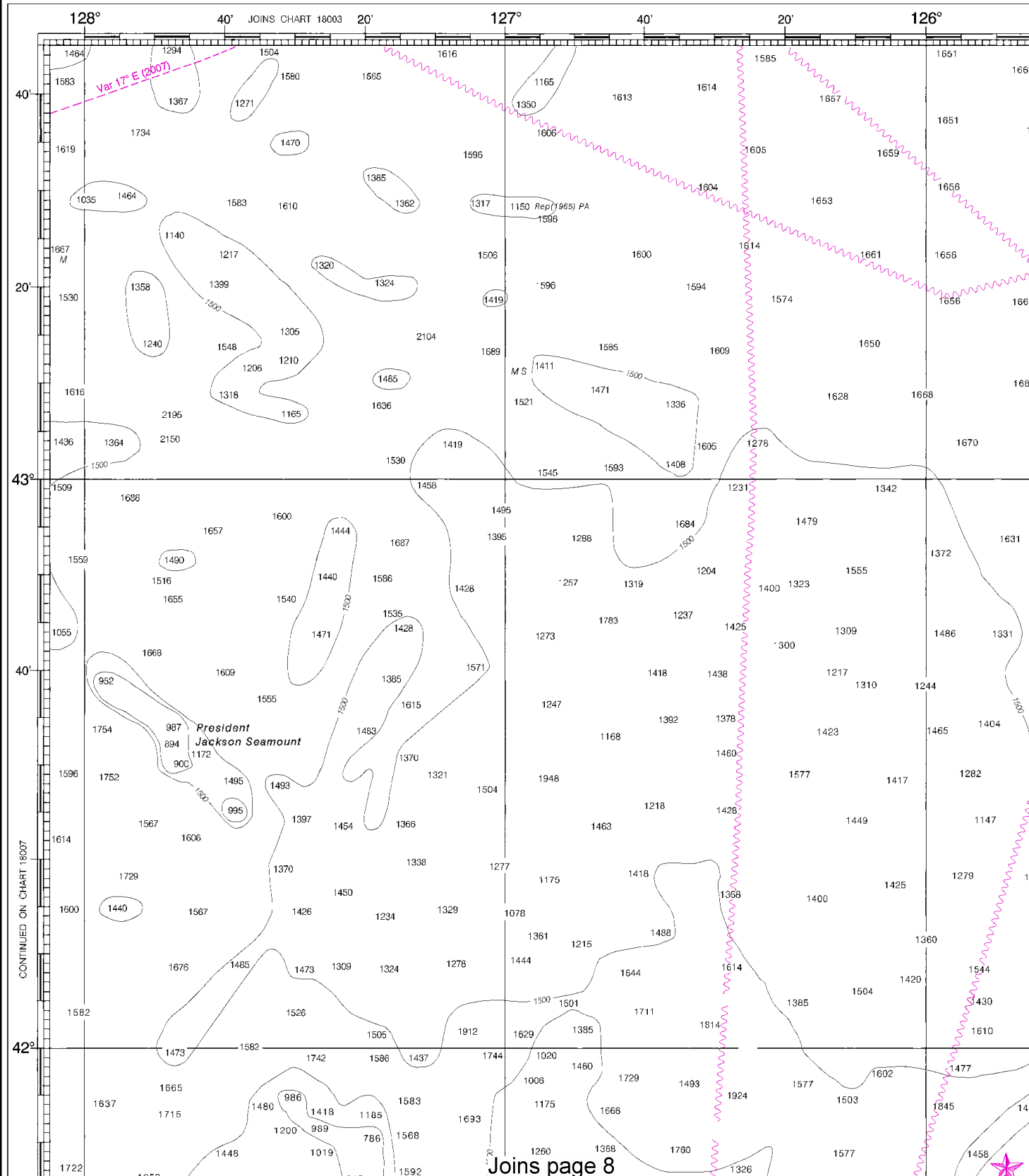
Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstm obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
② Rocks that cover and uncover, with heights in feet above datum of soundings.			

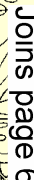
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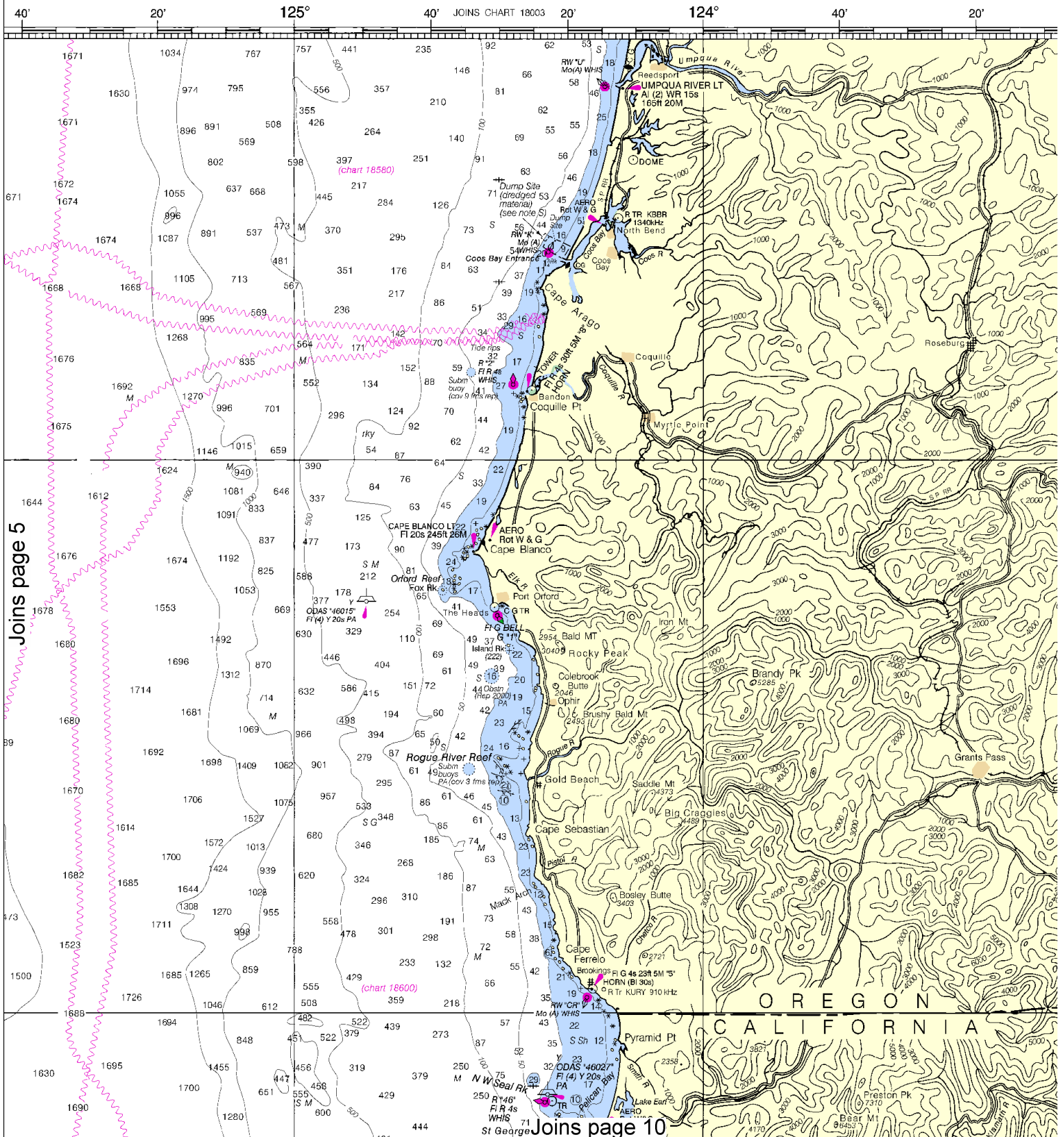
Joins page 8

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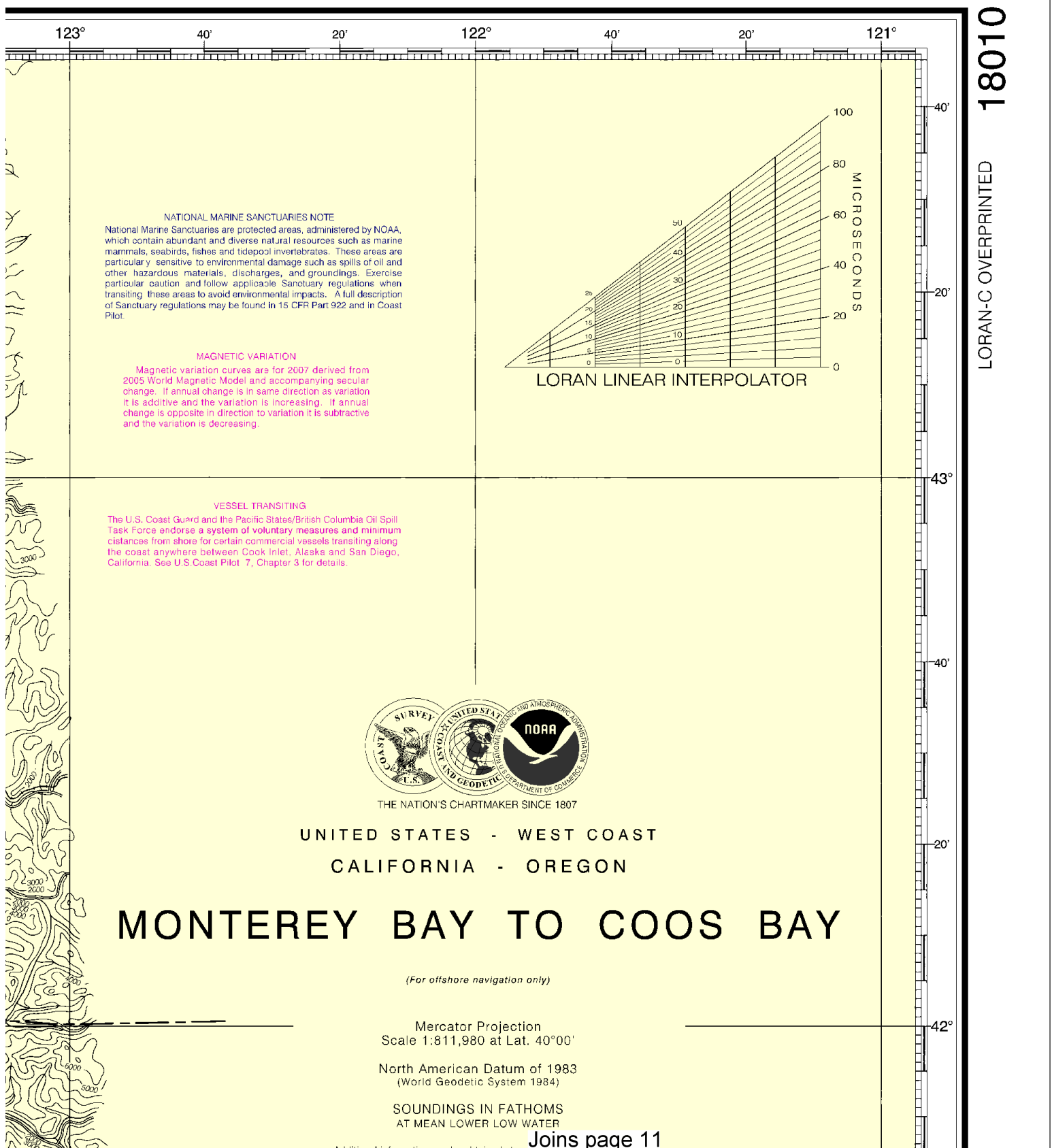


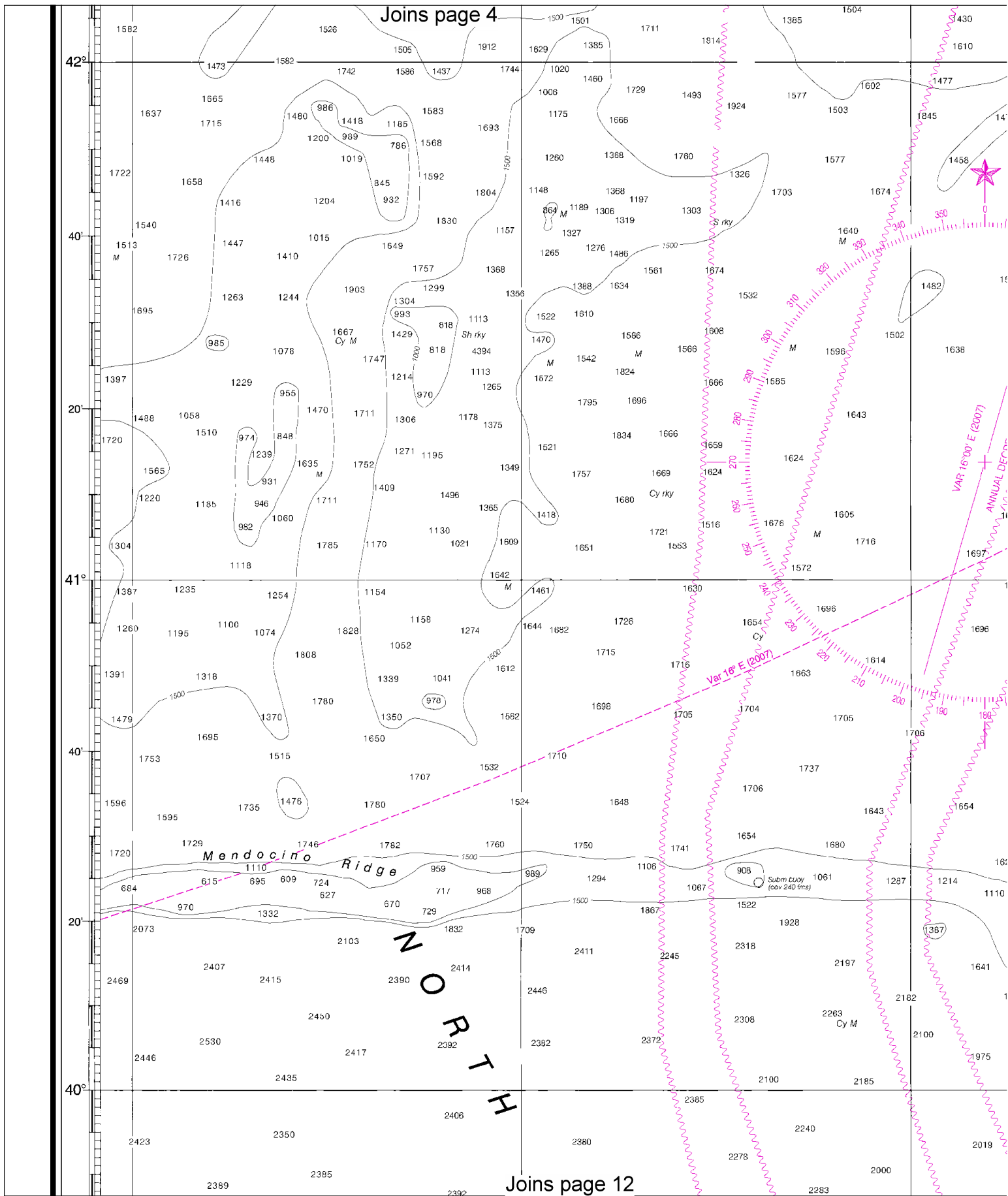


5



SOUNDINGS IN FATHOMS



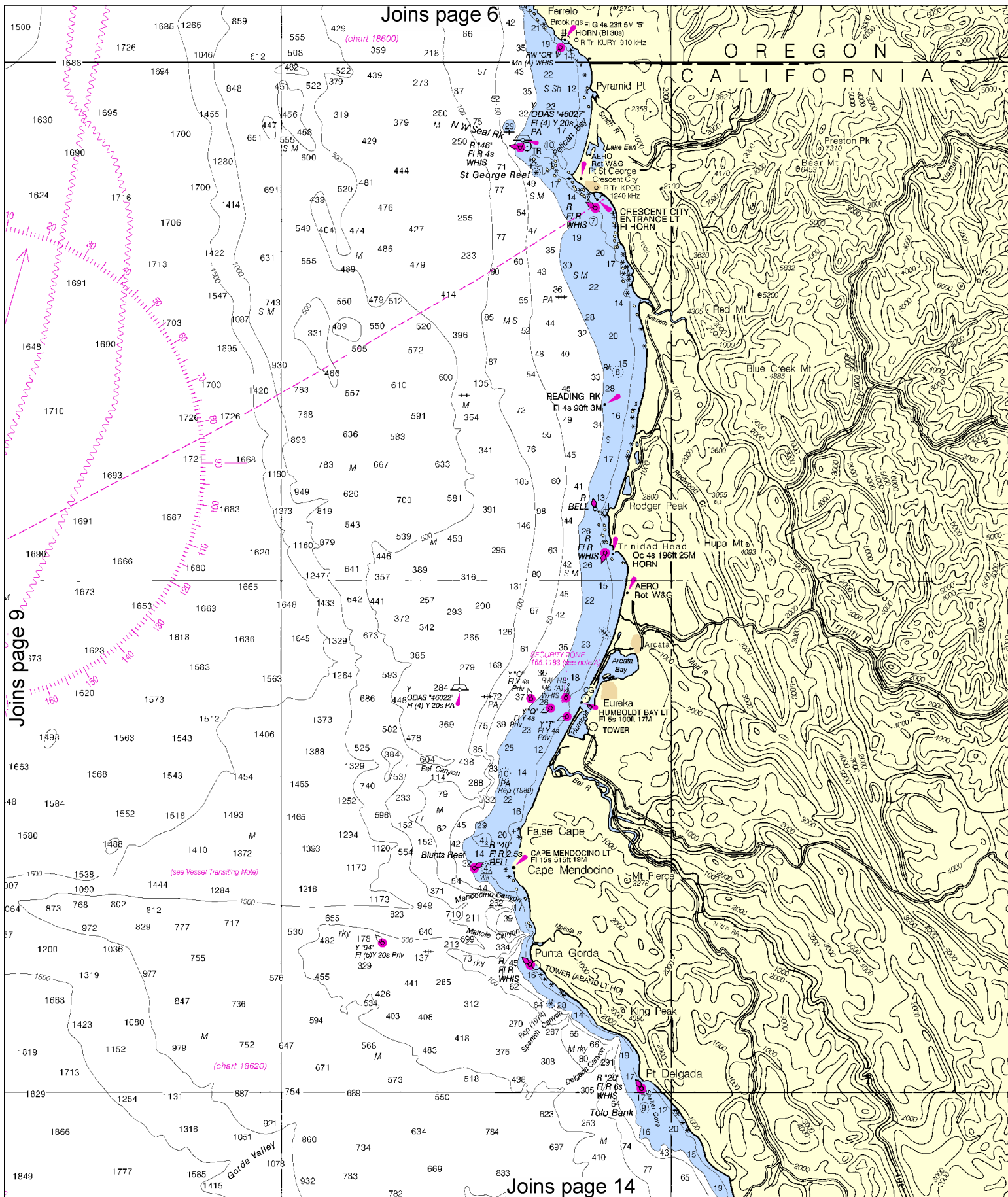




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(chart 18600)

OREGON
CALIFORNIA



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Mercator Projection
Scale 1:811,980 at Lat. 40°00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	N nun	R TR radio tower
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Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
	Mo morse code	R Bn radiobeacon	Y yellow

Bottom characteristics:

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bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sanc	sy sticky

Miscellaneous:

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ED oxstonoo doubtful	PA position approximate	Rep reported	

- (1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

CAUTION

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LORAN-C

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9940.....99,400 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
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Y Secondary
Z Secondary

EXAMPLE: 9940-X

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WARNING

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HORIZONTAL DATUM

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POLLUTION REPORTS

Report all spills of oil and hazardous substances to:

NOTE C

CHEMICAL MUNITIONS DUMPING AREA-RESTRICTION

Site was formerly used or designated for U.S. Chemical Munitions dumping. Such use has been discontinued. Designation of such area in no way constitutes authority for dumping.

AIDS TO NAVIGATION

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CAUTION

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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

NOTE A

ation regulations are published in Chapter 2, U.S. 4 / Additions or revisions to Chapter 2 are pub-

42°

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41°

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20'

40°

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TH

PACIFIC OCEAN

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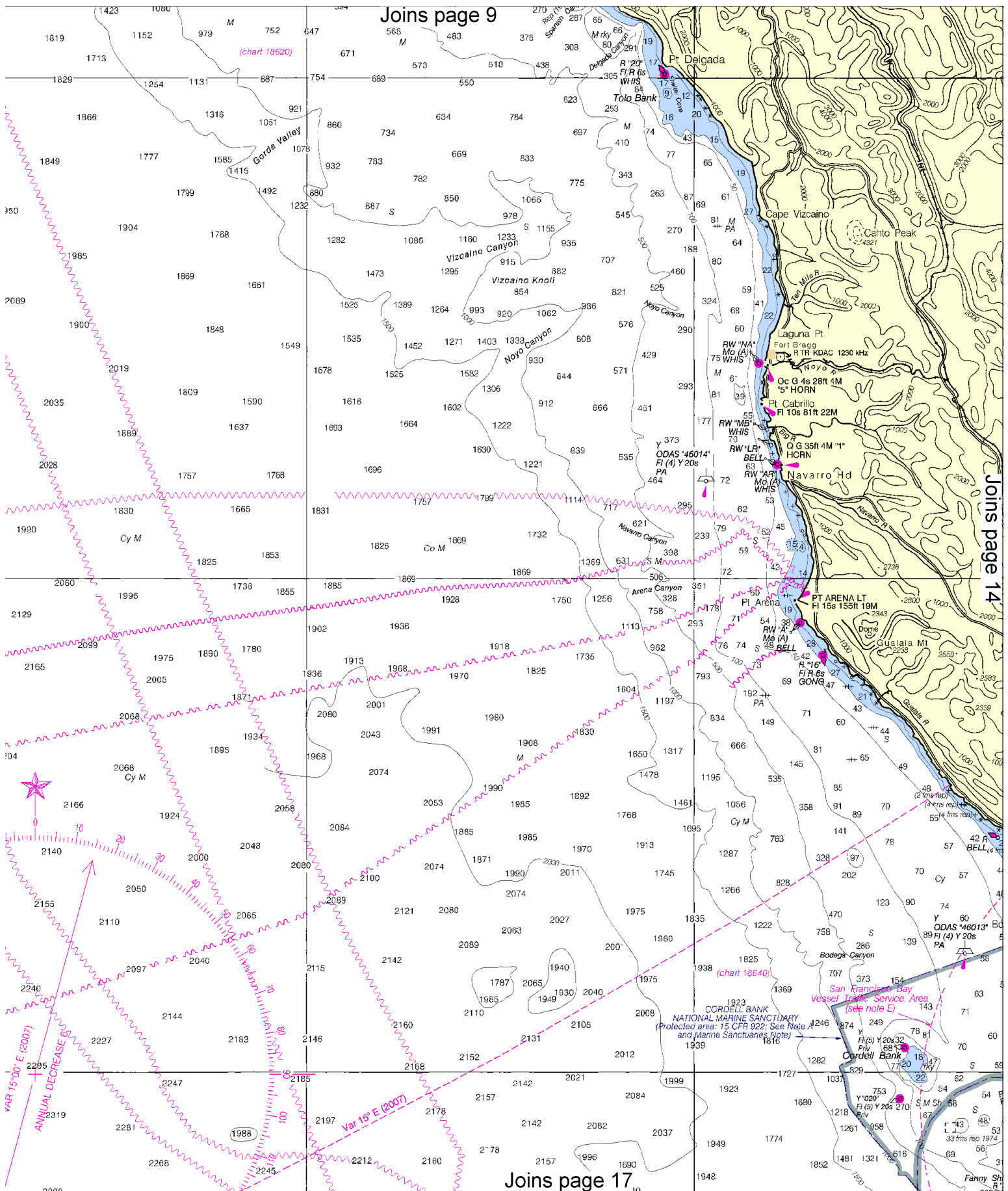
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40°
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39°
40°
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CONTINUED ON CHART 18020

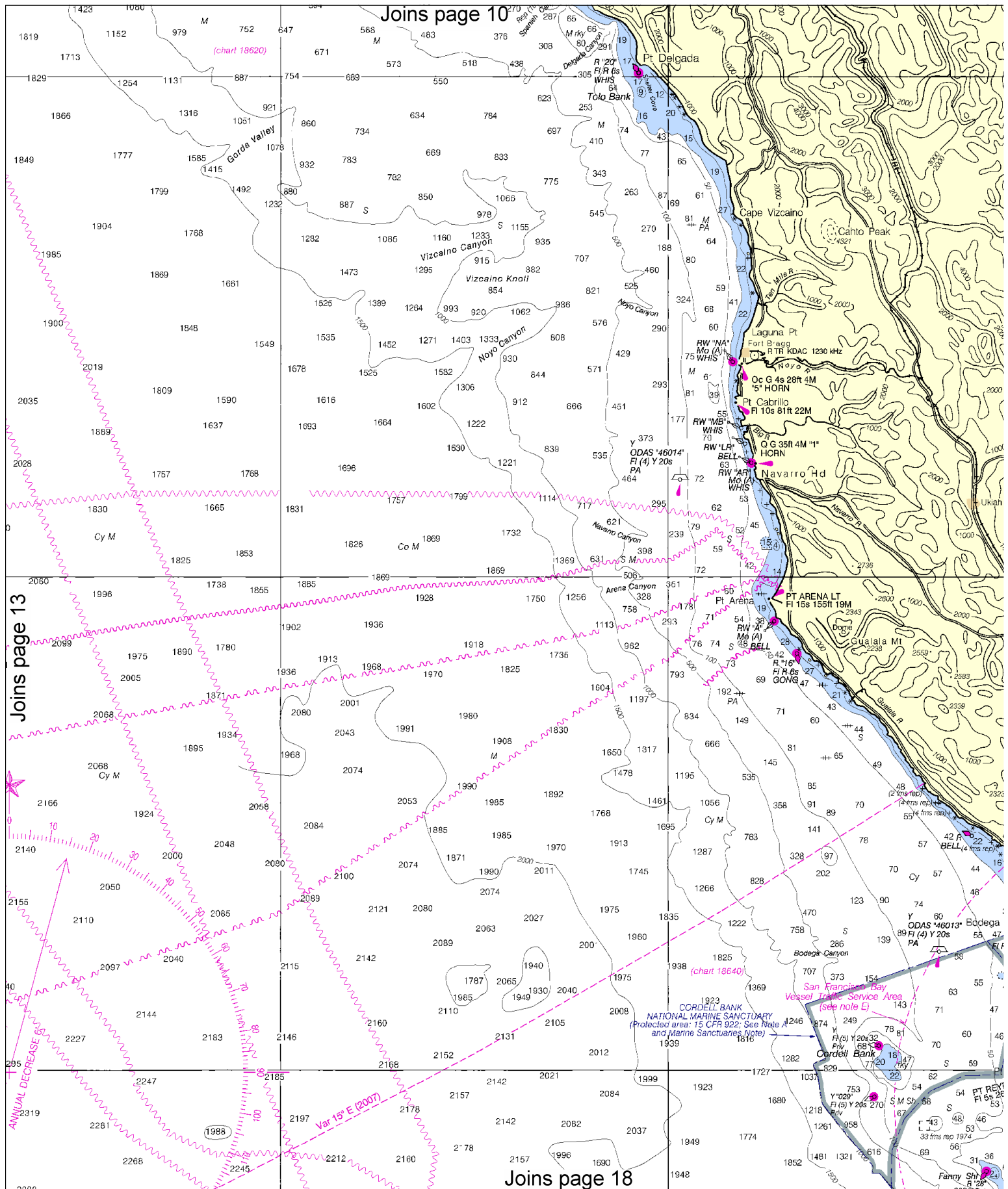
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Joins page 18

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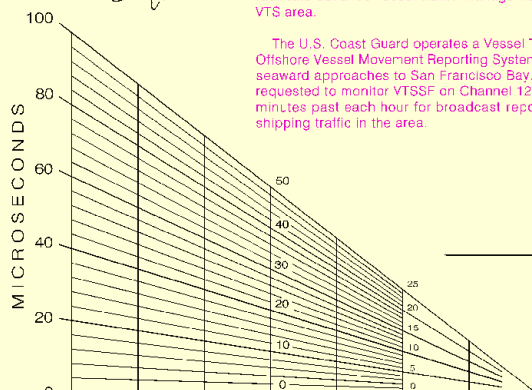
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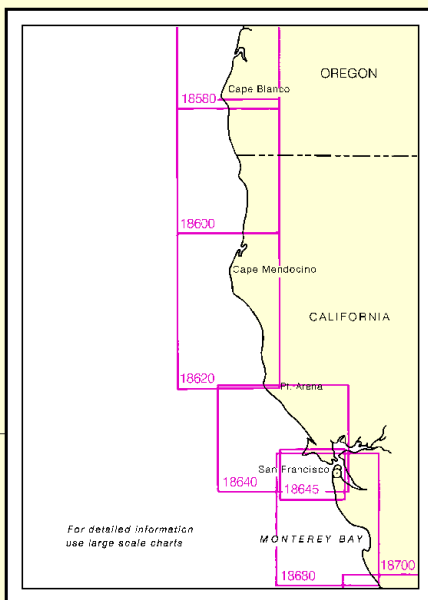
LORAN LINEAR INTERPOLATOR

U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus: (O) (Accurate location) (o) (Approximate location)

NOTE A

Navigation regulations are published in Chapter 2 U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Wash., and the 11th Coast Guard District in Long Beach, California or at the Office of the District Engineer, Corps of Engineers in San Francisco, California; Portland, Oregon; and Seattle, Washington.

Refer to charted regulation section numbers.



NOTE F

IMO - adopted Recommended Tracks for vessels carrying hazardous cargo in bulk (including ore concentrates, explosives, munitions, chemicals, liquefied gases, refined products, distillates or other non-persistent cargo). Vessels using these tracks should use the Western TSS when entering or leaving San Francisco.

NOTE G

IMO - adopted Recommended Tracks for vessels 300 gross tons and above (except those carrying hazardous cargo in bulk or crude oil).

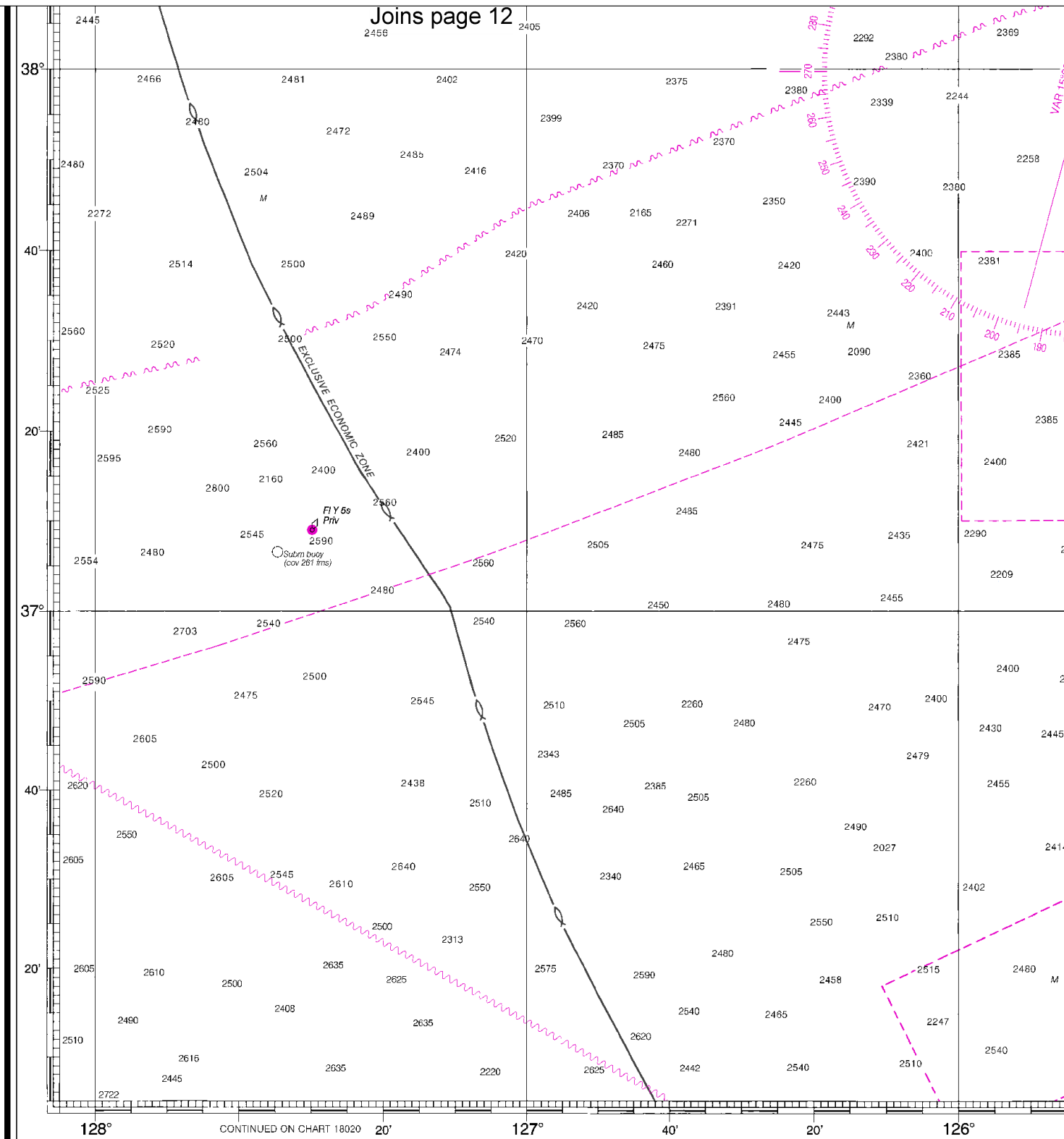
SUPPLEMENTAL INFORMATION

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NOTE B

TRAFFIC SEPARATION SCHEME Recommended traffic lanes have been established for the approaches to San Francisco Bay. See charts 18645, 18680, and 18640.

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21st Ed., Mar. /07 ■ Corrected through NM Mar. 03/07
Corrected through LNM Feb. 20/07

18010

LORAN-C OVERPRINTED

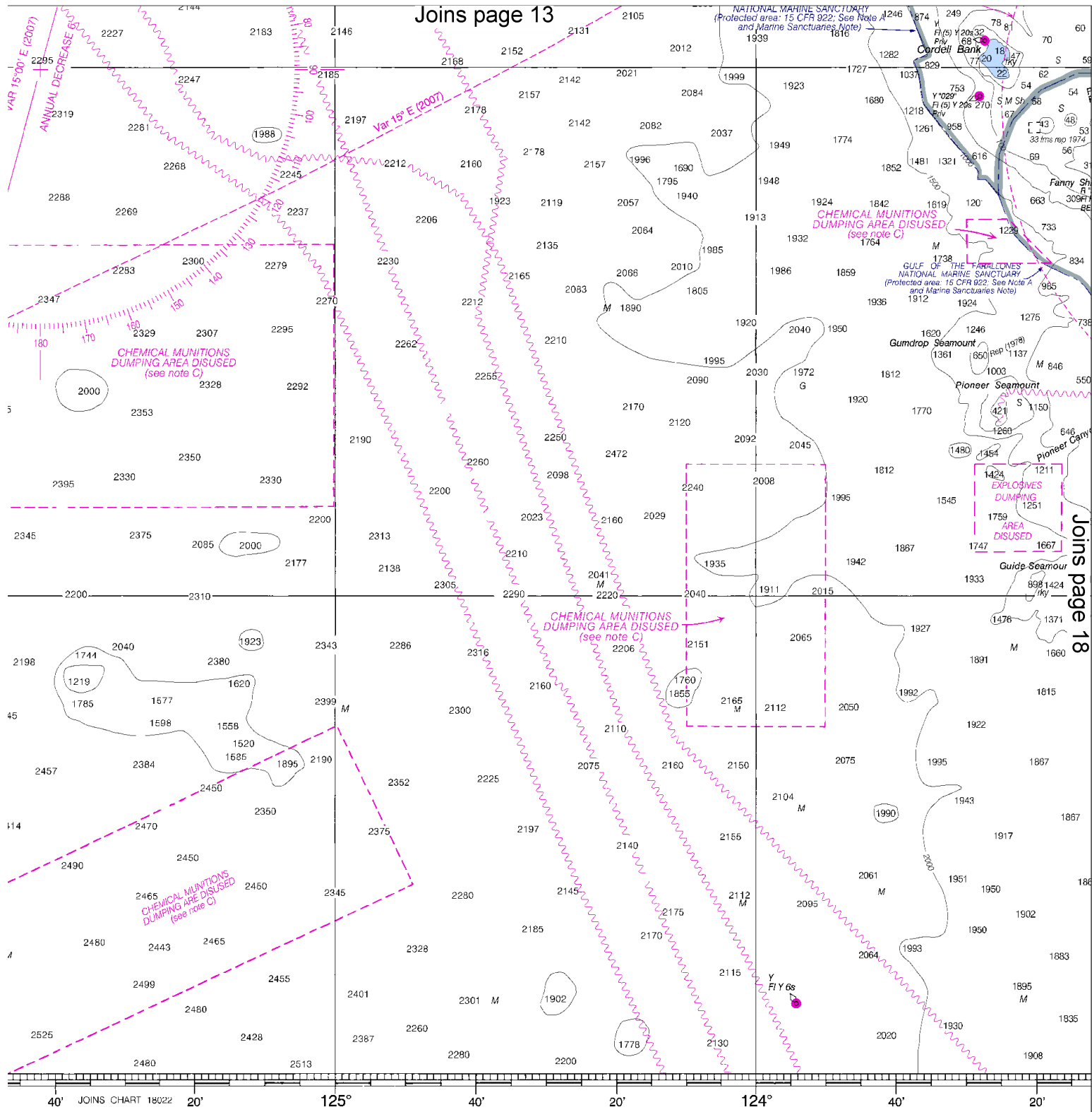
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SOUNI

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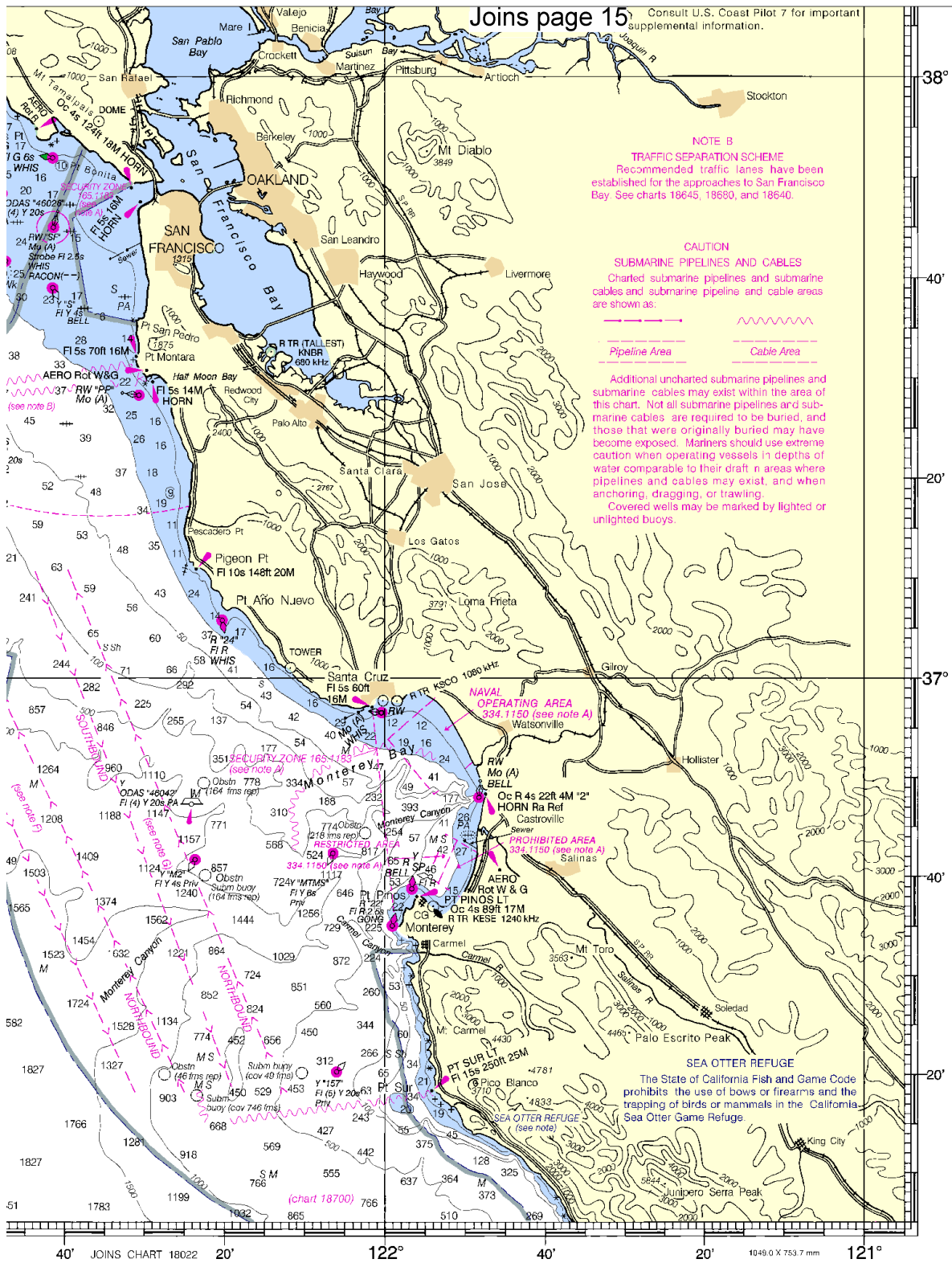




IDINGS IN FATHOMS

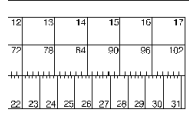
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3
FEET	6	12	18
METERS	1	2	3



ED NO 21

NSN 7642014011487
NGA REFERENCE NO: 18AC018010



Monterey Bay to Coos Bay
SOUNDINGS IN FATHOMS - SCALE 1:811,980

18010
LORAN-C OVERPRINTED

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Pacific SAR Coordinator – 510-437-3700

Coast Guard North Bend – 541-756-9210

Coast Guard Humboldt Bay – 707-839-6103

Coast Guard San Francisco – 415-399-3547

Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.